

bulletin

Virginia Department of Transportation Employee Newsletter

VOLUME 71, No. 1

Legacy Series Continues

You want Big Don or Little Don?



Don Necessary Senior and Junior have been partners in their VDOT careers and before.

Same name, same employer, same city, same church, same bank, and same insurance company...the list goes on. It could often be amusing, as well as confusing, when Don A. Necessary Sr. and Don A. Necessary Jr. both worked in the Bristol District Office complex.

"When a caller to the district office switchboard would ask for Don Necessary, the operator would inquire, 'Do you want big Don or little Don, the old one or the young one, senior or junior?'" laughs Don Jr., who goes by "Donny" to ease the mix-up.

"Actually, my wife Beulah and I originally planned to name Donny after our fathers, James and Robert, but being in the South, Beulah feared his name would become Jim Bob, for short," chuckles the elder Don Sr. "So, while Beulah was asleep, I named him after myself." **Continued on page 3**

Latest quarterly report card released

VDOT continues strong project performance

VDOT has pushed ahead again in completing construction projects on time. In the second quarter of fiscal year 2005 (October - December), the department finished 78 percent of its projects on time, up from 29 percent of projects finished on time in the second quarter of fiscal year 2004.

"VDOT is making significant progress with our greatest challenge - delivering projects on time," said VDOT Commissioner Philip Shucet. "The improved performance is a result of better project management and holding ourselves accountable for results."

VDOT's definition of "on-time" means that a project is finished on the original contract completion date, regardless of any justified extensions such as bad weather or other legitimate reasons. This is the strictest definition of "on time" of any state department of transportation.

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Tell your highway stories:

Help us celebrate VDOT's centennial—1906 to 2006.

If you have an interesting story to tell about your time with the agency, particularly stories about how much VDOT has changed since you were first hired, please contact Sande Snead in Public Affairs at (804) 225-4491.

Also, if you have any highway department artifacts such as old engineering tools, hard hats, photographs or books in excellent condition, we might like to borrow them to commemorate our anniversary next year.

Commissioner cited in top 25 newsmakers



Commissioner
Phillip Shucet

Commissioner Philip Shucet has been selected as one of the global construction industry's top 25 newsmakers in 2004 by Engineering News-Record magazine.

The magazine cited the Commissioner for "streamlining agency spending habits and contracting oversight," adding that he "is winning the trust of the state's controversy-weary contractors and motorists."

Also cited were VDOT's new approaches to accountability, such as the Dashboard, which the magazine described as "the most comprehensive online project-status tracking system in any state DOT." The new cost-estimating system for construction projects, which has reduced average errors in project estimates from 187 percent to 30 percent, was also praised. The magazine also noted the percentage of projects completed on time--now at 68 percent compared with 22 percent four years ago.

"It's really a reflection of the turnaround the department has made," Shucet said of the honor. "It belongs to all of us."

New leadership positions for residencies

Responsibilities are realigned under two new titles, 'residency administrator' and 'area construction engineer'



Three promotions announced in this edition are to positions with the title "residency administrator" You might ask, "Is that a new job title?" The answer is "yes." In the past, only resident engineers administered VDOT's residencies.

Another newly established position soon to be heard about is "area construction engineer." Both positions came out of a reorganization of residency responsibilities. Residency administrators will oversee business,

community relations and maintenance functions. Area construction engineers will be responsible for engineering and construction activities.

The new positions developed from VDOT's response to a state code requirement that engineers with "responsible charge duties" have the professional engineer's (PE) license. In other words, a licensed professional engineer (PE) must have authority over work that is considered the "practice of engineering." That practice, according to the code, includes "responsible administration of construction contracts."

Traditionally, resident engineers have been responsible for construction. However, legislation passed in 1992 required PE licensure for "responsible charge" positions, with exemptions until 2010. In 2002, VDOT determined that the resident engineer position would be a responsible charge position. A majority of resident engineers did not have a PE license, which would have been required for the job.

In reconsideration of that requirement last year, VDOT administrators decided to reorganize some functional responsibilities in residencies, assigning construction contract administration to area construction engineers, who will have the PE license. The area construction engineer could be assigned supervision for construction projects in one or more residencies. Duties will include administration of contracts and supervision of project engineers and inspectors. Other engineering functions at the residency will be assigned to engineers within the district or residency who are licensed.

Meanwhile, residency administrators will not be required to have the PE. They will focus on managing residency business matters and personnel as well as developing relationships and communicating with citizens and community leaders. Administrators will be the primary contact with local governments for transportation matters and development of the Six-Year Improvement Plan. The maintenance and operations functions of the residency also will be administrators' responsibility.

VDOT has 45 residencies across the state, each typically responsible for roadways in one or more counties. The chief engineer has directed that by July 1 the transition to residency administrator be completed in all residencies and that the title of resident engineer be no longer used.

Big Don, or little Don?

Both have been 'Necessary' in Bristol District history

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It is easy to tell where Donny gets his sense of humor. But the two share more than laughter, they are good friends and close confidants.

In addition to inheriting his dad's quick wit, Donny is proud to have followed his father's footsteps in a career. "VDOT is a great place to work. It provided for me growing up, and VDOT provides for my family now," says Donny, assistant district traffic engineer and a 19-year employee.

The Necessary legacy at VDOT began in 1958 during the interstate boom when Don Sr. was hired as a draftsman's aide "sight unseen" by phone. A colorful storyteller, Don Sr. recalls his arrival in Bristol: "I arrived by bus from Tazewell on a Sunday afternoon with no idea where I was going to spend the first night, much less the rest of the week. At the bus stop, the driver suggested I go over the hill to a boarding house. When I got there, I saw a high school classmate Bobby Hall, who was also working at VDOT."

As irony would have it, Don Sr. was promoted to his ultimate post as district location and design engineer following the retirement of Bobby Hall. Except for a stint as a regional value engineer in the early 1990s, Don Sr. spent his career in L&D, retiring with 42 years of service in 2000.

It is his dad's agency knowledge that Donny finds so helpful in his role in traffic engineering. "I've learned a lot from Dad," he says. "He is a great mentor. He knows the history of the roads, the different techniques that were used and why."

"For example, there is a significant difference in elevation of the northbound and southbound lanes on Route 23 in the Pound area of Wise County where we're looking at constructing a crossover for an elementary school. I asked 'Why did they do that?' and Dad explained there was a slide that altered the roadway elevations," continues Donny.

"It is those bits of history that I have found so beneficial in my career," adds Donny, who says he has felt like an "unofficial" VDOT employee since he was five years old, recalling early memories of sitting at the family dinner table and learning about his father's work.

"Donny was always full of questions, and intrigued by seeing me work with the drafting tools," remembers Don Sr. "When Donny was in elementary school, he drew his first sketch of a lot, with property lines and technical features. I still have that sketch," he adds proudly.

Although Donny learned about VDOT from his dad, his father is quick to point out that Donny earned his job at VDOT on his own merit, having studied at East Tennessee State University and obtaining local government engineering experience before applying to work for the agency in 1986.

"Donny has always had the ability to jump right in and do things. He is quick to identify problems and solve them. He has a good work ethic and makes friends easily. Those are some of the traits I admire most about him," observes Don Sr. "He is always willing to help those in need," the elder Don affirms, citing a recent example of Donny taking a day off work to help replace a waterline for a church member.

The admiration is mutual. "One of the things I've always most admired about Dad was his ability to use his hands. Dad was born with a disability affecting his hands, but it is amazing how he could manipulate drafting tools and inking pens. He has incredible handwriting and he can print like a machine, which is a lost art these days with computer aided design," says Donny.

That special bond of father and son developed into a close friendship during Donny's formative years. "Football and car washing" is what the senior Necessary attributes to their becoming pals.

For a number of years, Don Sr. was the broadcast announcer for football games at Tazewell High School and Virginia High School in Bristol. Always by his dad's side, Donny would help his dad prepare for games by holding flash cards with player's uniform numbers for Don Sr. to memorize and recite along with the player's names. "We would practice the routine, number and name, during the drive to the games, and then review the games on the way back home," remembers Don Sr.

"However, we really became 'partners' when Donny was just beginning his teenage years," continues Don Sr., explaining, "I'd always loved to wash and detail cars in my spare time, so I asked Donny to join me. After our first job together, I gave Donny half the money. He said 'I don't deserve half,' but I said 'we're partners.' We would

Continued on next page

alternate with one of us doing the inside and the other doing the outside, and we would critique our work. Donny learned to take constructive criticism and discuss improvements, without getting mad. Washing cars solidified our friendship.

"We continue to enjoy taking trips together, and talking shop," says Donny, referring to his frequent visits to his parents' house, where he and his dad sit on the front porch talking about VDOT.

During the years both worked at the district office, father and son did work on some projects together - dad as District L & D engineer and son in traffic engineering. Asked if they always agreed, Don Sr. said, "No. He's a Cowboys fan and I'm a Redskins fan."-- **By Brenda Waters**

VDOT continues strong project performance

Continued from page 1

VDOT also improved maintenance contract completions, up from 38 percent on time in the second quarter of FY 04 to 79 percent in the second quarter of FY 2005. VDOT's latest quarterly report card is available on line at

<http://www.virginiadot.org/infoservice/resources/quarterlyReport2005.pdf>

New division formed to monitor VDOT assets

A new VDOT division has been organized to ensure a closer watch over the department's assets. The move was in response to recommendations by the state auditor of public accounts that one unit of the agency have responsibility for asset control and accounting.

The new unit, the Division of Capital Assets and Inventory Control, will be led by an acting director, Janice Long, who had been serving as senior internal manager in the Inspector General's Internal Audit Division. The new division is charged with ensuring that agency assets are properly recorded, controlled and safeguarded and that financial accountability is maintained.

The division will have three sections with a total of about 20 employees, many of them drawn from Administrative Services Division (ASD) units collapsed into the new division.

An inventory section will have oversight of VDOT assets that are continually expended and replaced, as well as of the department's Integrated Supply Services Program. It will be managed by Wanda McAllister, former manager of the Logistics and Programs Management Section of ASD. A capital assets section will be responsible for VDOT buildings, infrastructure, land, leased assets and major equipment, and will have oversight of the automated fuel program and rental and non-rental equipment. It will be managed by Jack Nix, financial services specialist III, formerly with ASD. A third section will be charged with checking the districts' and divisions' compliance with policies for accounting and safeguarding assets.

Accurate accounting of VDOT's huge assets is critical to obtaining an accurate financial statement for the Commonwealth, Long explained. That accuracy, which could affect the state's financial and bond rating, was a major motivation for the state auditor's recommendation.

I-64 lanes can be reversed in emergencies

If extreme weather or an emergency calls for it, VDOT is now prepared to reverse the direction of traffic on eastbound lanes of I-64 on the Peninsula. The reversal would allow motorists to use all lanes to drive west in an evacuation from Hampton Roads.

Preparation for such an event required the making of 100 customized roll-up barricades, one for the top and another for the bottom of each interstate ramp. The task was handled by the Williamsburg Residency sign crew with the direction of Greg Smith, transportation operations manager at the residency.

Cutting the barricades individually to fit each ramp perfectly took hundreds of hours; however, putting them in place for a reversal of I-64 will take only about six hours. Each barricade is numbered and ready for the specific ramp it will block.

The reversal of I-64 will span about 85 miles, from the 4th View exit on the Norfolk side of the Hampton Roads Bridge Tunnel to the I-295 exit east of Richmond.

Second highway safety corridor designated

A stretch of I-95 running approximately from Bells Road in Richmond to Parham Road in Henrico County has been designated Virginia's second "highway safety corridor." This 13-mile segment, representing 7.3 percent of I-95 mileage in Virginia, was where 14.5 percent of all in-state I-95 crashes occurred between 2000 and 2002.



Signs announce new safety corridor on I-95

The corridor designation brings a coordinated public outreach and enforcement effort from state agencies. For the 140,000 motorists who pass through this area each day, it poses punishment with much higher fines for traffic law violations.

The 2003 General Assembly passed legislation paving the way for a Highway Safety Corridor Program to improve safety on interstate and primary roads (routes numbered 1 through 599). In the corridors, fines for speeding tickets can be as high as \$500 and fines for criminal offenses such as reckless driving or driving under the influence could cost as much as \$2,500.

The first corridor was a 15-mile section on I-81, designated in early 2004, from near Ironto in Montgomery County to near Salem in Roanoke County.

Names in the News

Parsons named Jonesville administrator



James Parsons

James Parsons has been named residency administrator at Jonesville Residency, replacing Paul Salyer who retired earlier this year.

An 11-year employee of VDOT, Parsons recently served a dual role as acting Jonesville Residency administrator and as area construction engineer, overseeing the residency's \$80 million construction program. He previously held the Jonesville assistant resident engineer's post.

A civil engineering graduate of the University of Tennessee, Parsons began his career in 1984 with the Florida DOT. He worked for the Federal Highway Administration from 1986 until 1993, where he was the federal area engineer for construction districts in central and northern Florida. In 1993, the Lee County native returned to Virginia to accept a position with VDOT in Wytheville Residency. He transferred to Jonesville Residency in early 1999.

Parsons is a licensed professional engineer. He is married to Karen Vaughn Parsons and they have two children, Brandon and Kayla. The family lives in Pennington Gap.

Utterback takes leadership post in Charlottesville



Jim Utterback

Jim Utterback has been named residency administrator of the Charlottesville Residency.

Utterback has been project manager for the Route 58 Corridor Development Program. Before joining VDOT in 1999, he worked as a program manager for an engineering firm in Roanoke. Utterback served on active duty in the U.S. Air Force from 1985 until 1995 and is a lieutenant colonel in the Air Force Reserves.

He has a bachelor's degree in mechanical engineering from Virginia Military Institute and a master's degree in business from Webster University. He is certified as a project management professional (PMP) by the Project Management Institute.

Robinson to administer Verona Residency



Kenny Robinson

Kenny Robinson will move to Verona Residency to become residency administrator, leaving a post he held for six years in Wise Residency. He succeeds Jerry Van Lear, who was promoted to the new position of Staunton District urban program manager.

Robinson began his VDOT career in 1977 in the Bristol District as a brush cutter for a survey party. He worked his way up to instrument operator, designer and coordinator of the survey party. After nine years with survey, he worked as a construction inspector in five southwest Virginia counties.

He began his management career in 1995 when he was made an assistant to the Bristol District maintenance engineer. For the past six years, he has been assistant resident engineer in Wise.

Robinson has been involved with a number of civic organizations, including serving on the executive committee of Keep Wise Beautiful and Friends of Lonesome Pine Regional Library. He also has been involved in performing arts, doing both acting and comedy, something he plans to continue in the Augusta County area. Born in Texas but raised in Bristol, he is married to Terri Kilgore Robinson. They have four children.

All in the Family

Editor's Note: Employees are being called for active military duty from VDOT units all over the state. These VDOTers are making considerable sacrifices to serve their country. Coworkers back home are showing their support and appreciation. News of several employees on active duty is included in the reports below.

Central Office

Structure and Bridge Division: Jeffrey C. Hill, P.E., was promoted to senior engineer in December, and he will lead one of the design units in the New Design Section.

Fredericksburg District

Bowling Green Residency: Cindy Mitchell has been promoted to general administration coordinator I on the residency team. Tommy Wyatt has moved up to transportation operations manager II at the Tappahannock AHQ. Best Wishes to Chrystal and Scott Southworth who were married Dec. 10. Scott is a transportation operator II at the Dawn AHQ. Also, congratulations to Scott and Laurie Pitts on the birth of a son, Trenton Forrester, on Dec. 16. Laurie is an administrative office specialist III in the residency.

Fredericksburg Residency: Tony Cruz, VDOT construction inspector on duty with the 276th Engineer Battalion in Mosul, Iraq, had just walked to the landing strip to catch a flight home for Christmas leave, when the bomb exploded in the battalion's mess tent on Dec. 21. Two of his fellow soldiers died, and he did not want to leave the others. The Army decided that he would take leave anyway. "They told me I had to go," he told the Fredericksburg Free Lance-Star. "It's like a brotherhood. We get out there and you've got to be able to watch each other's back. It's made me learn how to appreciate life. Too many close calls," he told the newspaper. The residency, which had "been on pins and needles" to learn how he was, celebrated with him at a local restaurant after he got home. After spending the Christmas holidays with his three children, he is now serving in Kuwait.



Sgt. Tony Cruz in mess tent a few days before it was bombed.

Warsaw Residency: Mike Freeman, transportation operator in Richmond County AHQ, was standing about 40 feet from the bomb that exploded Dec. 21 in the mess tent of the 276th Engineer Battalion in Iraq. The explosion knocked him down,

shredded his trousers, and wounded his throat. He has been awarded a Purple Heart for his wound. This is not the first combat duty for Staff Sgt. Freeman. He also served in the Army in Vietnam in 1969-70.

Hampton Roads

District Office: Todd Halacy was promoted from assistant resident engineer in Williamsburg to district urban engineer. Karen Evans, formerly with the Fiscal Section, has been promoted to records manager. Karen Fecteau, Inventory Section, has been promoted to inventory analyst.

Dawn Clark, formerly with the Equipment Section, has been promoted to security-telecommunications specialist. Marlene Carter, formerly in the Location and Design Section, has been promoted to buyer specialist.

Lynchburg District

Amherst Residency: Brian Woodford, construction inspector, has earned an associate degree in engineering technology from Central Virginia Community College.

Appomattox Residency: Robert Brown has been named assistant resident engineer. He has been a VDOT employee for 17 years as a project inspector, permits and subdivision specialist, contract administrator and district construction quality manager. Tommy Hall has been selected construction project manager in the residency. Hall has 25 years of VDOT experience, most recently as project manager on the Route 29/460 interchange of the Madison Heights Bypass.

Chatham Residency: Mark R. Metzger, construction inspector, has earned his associate degree in engineering technology from Central Virginia Community College.

District Complex: James S. (Jimmy) Epps has been promoted from associate engineer to structural engineer. A graduate of Virginia Military Institute, Epps recently completed the department's two-year training program as a bridge specialist. K. D. "Donnie" Bomar has been named new district asset data collection manager for the district. Bomar, a graduate of Phillips Business College, began work with VDOT in 1973. He has experience as a materials technician, construction inspector, and maintenance operations manager.

Kendall Lacks, associate engineer in L&D, has earned his bachelor's degree in mechanical engineering technology from Old Dominion University. Brian Casto, P.E., engineer in Structures and Bridge, received his master's in civil engineering from the University of Virginia. Brian Hammack, survey technician, has achieved licensure as a land surveyor. Congratulations to Brian Henschel, P.E., architect-engineer II in the Construction Section, and his wife, Kristy, on the birth of Emily Grace on Dec. 29.

Halifax Residency: Joseph A. "Jay" Craddock, P.E., has joined VDOT as construction project manager assigned to the residency. Craddock, a 1996 of Virginia Military Institute graduate, is a native of Martinsville. He worked as a field engineer with a local firm and participated in several VDOT projects.

Richmond District

Sandston Residency: The residency stays in touch with employees called to active Army duty. They include James Allen Nixon, a construction inspector at the residency, who is serving with the 78th Division at Fort Bragg, N.C. He was called up in January 2003 and his duty has been extended for six months three times. He hopes to be home in July.

Also activated is Walter Rogers, VDOT maintenance supervisor at Short Pump. Rogers is a staff sergeant with a unit in Iraq, laying cable and wire for telephones and computers. He hopes to come home in February after a year overseas. His son, in high school, and his daughter, whose graduation he missed last year, will be glad to see him, as will his two grandchildren.

Lee Pritchett, a VDOT crewmember, is serving as a sergeant with the 1173D Transportation Company, which is at Camp Virginia in Kuwait. This unit's job is to move troops, equipment, fuel and water across Iraq. He also has a wife and two daughters waiting his return. His brother Ben has also spent time in Iraq and his sister Alice is in Iraq now in the same unit as Walter Rogers.

Joey Madison, a VDOT crewmember, is a private in the 276th Engineering Company.

He had basic training in early 2003, was activated briefly in September 2003 for Hurricane Isabel, went to Afghanistan in November 2003 and left for Iraq in 2004.

His unit has been guarding bridges and roads. He has a wife and one young daughter in Henrico County.

Salem District

District Office: William "Brad" Bowles, district utilities engineer, has earned the P.E. license. Welcome to M. F. "Buddy" Buchanan as assistant district maintenance engineer. He transfers from the Safety Office in Central Office. The L&D Section welcomes Sue Fazio, administrative assistant, who transferred from the Accounting Office.

Stephen Hollandsworth, survey supervisor, L&D, has earned land surveyor license. Keith Maynard, bridge inspector senior, has earned an associate degree in civil engineering technology from Virginia Western Community College.

Human resources analyst Melissa Underwood and husband, Shannon, transportation operator II at Salem Residency, welcomed a new baby boy, Drew Christian, born on Dec. 8. Congratulations!

Martinsville Residency: Robert Williams, assistant resident engineer has earned the P.E. license. Chris Harrah, survey party, has earned his land surveyor in training license.

Rocky Mount Residency: Employees gave 950 pounds of food to hungry families during the Christmas holidays. The children of one family, with little in their cupboards, ran to meet employees delivering food before the boxes could even be taken inside their home.

Making our own...

Salt brine, that is, for anti-icing operations



Buddy Wamsley (left) and Clyde Harris, transportation operators II, check the salt brine solution at Prince George Area Headquarters. degrees or above in order for the solution to work, however.

It takes about 40 gallons of salt brine per lane mile to keep the road from icing over. Each truckload can cover about 25 to 40 lane miles (depending on the truck tank size) before the operator needs to go back to headquarters to reload. The technique is being used on I-295 from Route 460 to Route 10 in Richmond and on I-81, I-581 and the Route 220 Expressway in Roanoke.

The manual and smaller system in Prince George cost \$20,000. The 10,000-gallon tank at Hanging Rock is an automatic system and was \$46,000.

"We purposely invested in one of each because this is a pilot program," said Mike Hall, formerly the contracts program manager in Asset Management. "We want to compare the two systems."

With the manual system, a loader operator must monitor a hydrometer and determine when to add salt to achieve the 21 percent solution. The automatic system doesn't have to be monitored.

VDOT's Salem District has used salt brine as an anti-icing technique before, but was purchasing the product from a manufacturer.

Salem District has two permanently mounted spray units that are used for applying the salt brine and for herbicide spraying in other seasons. One is a 2,500-gallon truck and the other holds 1,200 gallons. The Richmond District unit is a slip-in 1,000-gallon tank with a spray bar that sits in a dump truck. It is also used for dust control during dry summer months.

VDOT uses its **Road Weather Information System (RWIS)** to determine when and where to send maintenance crews. (See story below.) - by Sande Snead

For the first time ever, VDOT is making its own anti-icing solution to combat winter storms.

In a pilot program, VDOT purchased and installed salt brine manufacturing plants at the Hanging Rock Area Headquarters in Salem District and the Prince George Area Headquarters in Richmond District. Salt brine is a salt and water mixture that when applied before or during a snowstorm, keeps frozen precipitation from bonding with the roadway.

The manufacturing plants at Prince George and Hanging Rock are 5,000- and 10,000-gallon holding tanks respectively. Salt and water are fed into the tanks and mixed for about a 21 percent salt solution called salt brine. It is then loaded into trucks and applied to bridges and roads as needed to prevent icy and slippery conditions. Temperatures must be 20

Applying chemicals with current data

Because anti-icing agents are best applied before or during a storm, VDOT maintenance managers rely heavily on the agency's Road Weather Information System (RWIS) to determine when and where to send maintenance crews.

The Road Weather Information System consists of weather stations in 40 locations around the state, according to Dan Roosevelt, a scientist with the Virginia Transportation Research Council.

"The weather stations measure the relative humidity, air temperature, wind speed and other variables," Roosevelt said.

"Sensors in the pavement give readings on the road temperature and sense whether the pavement is wet or dry. They also sense the chemical composition in the moisture."



One of VDOT's 40 weather stations

Most of these weather stations are located on interstate bridges, but some are on primary and secondary roads. There are weather stations on the Willey Bridge in Richmond, on Rt. 13 in the Eastern Shore and on Rt. 1 in Alexandria, for example. VDOT employees can access weather conditions for these roadways via this internal Web site: <http://comaintweb/SCANWEB/>

By clicking on the district you are interested in viewing under "Summaries" in the left-hand navigation, you will get a list of all of the weather station locations and their conditions for that particular district.

"The forecast feature of RWIS looks at the expected air temperature and deck temperature over a 48-hour period. This can help a maintenance manager plan staffing levels," Roosevelt said.

VDOT has used the Road Weather Information System for about eight years. "It's just another tool in the tool belt," said Mike Hall, formerly the contracts program manager in Asset Management. "It can be 30 degrees outside and the weatherman might say it's going

to snow like crazy, but our readings can tell us that the surface is so warm that the precipitation is never going to freeze. Instead of mobilizing and waiting for the snow to fall, we can be proactive. RWIS gives us advance notice of what road conditions will be before the weatherman knows."

By relying on weather forecasting data, using fewer contractors and employing other snow management tools, VDOT reduced its snow removal costs from \$144 million in FY03 to \$84 million in FY04. The cost per snow event in FY03 was \$1,047,331 compared with only \$745,159 in FY04.

SCAN Web						
Status	Stc	Sub	Air	RH	Dew	
Dry	I-295 @ Meadow Road - Meadow Road					
	54.5F	-	51.3F	57	36F	
Dry	I-295 @ Woodman Road - NB Bridge					
	117.0F	-	88.7F	-	-	

SCAN Web

50 Years Ago

Islands created for Hampton Roads Bridge Tunnel

Work on the Hampton Roads Bridge Tunnel started 50 years ago. Before the tunnel was built, motorists' only means for crossing the waters was by ferry. Here's how the Bulletin reported construction in the January 1955 edition:



Positioning the first "tube" at the HRBT.

"Two 'artificial' islands are being constructed in the waters of Hampton Roads as work progresses on the first phase of a

\$58,500,000 bridge-tunnel system which will connect Hampton and Willoughby Spit. The islands, which are being built with soil dredged from the river bottom, will be used as portals for the north and south ends of the tunnel portion of the project, which will require about three years to complete."

Of course, tunnels and tunnel crossings are ordinary now, but a half-century ago the tunnel and all of its construction were fascinating to employees of the department and the public. The Bulletin noted these facts:

--Once completed, the two islands will rise 11 feet above mean sea level at each end of the underwater tube;

--Twenty-three massive sections of double-shell steel tube casing, each about 300 feet long, will form the tunnel;

--Each section, with its inner ring of concrete, will weigh about 12,000 tons-comparable to the weight of a U.S. Navy cruiser;

--The tunnel will have a 23-foot, two-lane roadway and will be 113 feet below the surface at the deepest point; and

--Bridges will connect the Hampton and Willoughby areas with the two islands.

Meet 'FRANK,' the Work Zone Horse...

It's nice when our friends in the construction industry find a new way to help promote safety. That's what Lanford Brothers Company did in this year's Christmas Parade in downtown Roanoke.

Their theme was "Pulling for Work Zone Safety," printed on the side of the wagon. But the special attraction in the promotion was "Frank," a black Percheron, who was properly attired for work zone work as he pulled the wagon. Company employees also passed out candy canes and spoke to spectators about safety. About 5,000 people lined the parade route and, we hope, got the message.

Salem District has a continuing working relationship with Al Soltis, vice president, Lanford Brothers, who is a leader in making work zone presentations. He and his staff and Salem District employees reached more than 3,000 students with the work zone message in the past two years. The Salem District-Lanford Brothers team isn't "horsing around" when it comes to work zone education.



Monitor Merrimac Bridge Tunnel-Speaking of safety, a note from Mike Dangerfield, MMBT manager, reports that Mark Rogers, electrician supervisor senior, asked for a courtesy inspection of the facility by the Newport News Fire Department. Inspected were ventilation buildings, fire exits, housekeeping conditions, condition of electrical equipment, proper storage of flammable materials, heating equipment, specialized fire fighting equipment and the fire alarm system. At that point, Dangerfield said, "The inspector stated that the areas he inspected were in such good shape that he did not need to inspect any further." Way to go for safety!

Dillwyn Residency--Mrs. Martha A. Anderson Brochard commends crew members from the Andersonville AHQ where she stopped her car with a flat tire at six in the morning, as crews came in from working all night on icy roads. (Her cell phone battery had died, too). Several employees, she writes, "helped and/or gave me moral support. They changed the tire and I was able to get to work." She continued, "They were so kind. Theirs is a hard job especially in the kind of weather we are experiencing. To end the day by changing a tire when their foremost thoughts are probably about getting home and getting rest before the next storm is well above and beyond the call of duty. These men deserve the highest praise for their professionalism and thoughtfulness." The good VDOT neighbors were John Leonard, William Chambers, Hayden Bryant and Beverly Ragland.

Peters Creek AHQ-This headquarters in Martinsville Residency was praised for responding to a citizen's plea for help with a large tree blown down across the road. H. L. McMillian of Ararat writes this high praise: "Your personnel knew their work and looked to your foreman for guidance and traffic control. Also this dangerous work was done with safety in mind. I would have been proud to have had personnel of this type working for me in my long naval career." Meanwhile,

Glade Hill Area Headquarters crews in Rocky Mount Residency recently got tangible rewards from a citizen for their service during winter storms-specifically, "two large boxes of chicken," with rolls, and a "huge box of doughnuts." Words of praise are nice, and so is food.

Obituaries

Rogers N. Carter, 77, equipment operator A, Chatham Residency, died Jan. 28; retired in 1992 with 15 years of service.

William J. Gale, 89, fabricator, Culpeper sign shop, died August 21; retired in 1980 with 13 years of service.

Barbara Anne Jennings, 70, office services assistant, Information Technology Division, died Dec. 11; retired in 1999 with 45 years of service.

John Henry Jenkins, 67, senior technician, Leesburg Residency shop, died Nov. 1; retired in 2002 with 34 years of service.

Linwood N. Leftwich, 67, technical program supervisor, Lynchburg District, died Dec. 27; retired in 1991 with 30 years of service.

Bernard M. Lindsay, 60, architect-engineer I, Lynchburg District, died Dec. 8; retired in 2003 with 37 years of service.

Morris W. Mills, 75, equipment operator B, Chatham Residency, died Dec. 5; retired in 1991 with 27 years of service.

Archer Curtis Spencer, 62, technician supervisor, Richmond District Materials Section, died Dec. 2; retired in 1995 with 33 years of service.

Faye Walters, 73, office services specialist, Information Technology Division, died Dec. 27; retired in 1993 with 35 years.

Correction: Julian O. Mays worked at Amherst Residency. His obituary in last edition incorrectly listed his work unit.

Retirements

November 2004

KENNETH T. BROWN, Transportation Operator II, Hillsville Residency, 17 years of service

THOMAS C. CAMPBELL III, Architect/Engineer I, Location & Design, 41 years of service

LLOYD C. ELLIS, Engineering Technician III, Ashland Residency, 30 years of service

JAMES O. GUNTER, Engineering Technician III, Charlottesville Residency, 25 years of service

GARLAND C. HANDY, Transport Opertns Manager I, Martinsville Residency, 28 years of service

WILLIAM T. JONES, Transportation Operator II, Salem Residency, 12 years of service

HOLLIS H. SHIFFLETT, Transportation Operator II, Culpeper Residency, 24 years of service

CHARLES R. TIMBERS JR, Transport Opertns Manager II, Leesburg Residency, 29 years of service

EMMETT WIGGINS, Transportation Operator II, Chesterfield Residency, 30 years of service

December 2004

HAYLE D. BELL JR, Equipmt Serv Repair Tech I, Lynchburg District Office, 30 years of service

R W. BURRESS, Transport Opertns Manager I, Wytheville Residency, 40 years of service

EDDIE J. COOPER, Transportation Operator II, Jonesville Residency, 32 years of service

LARRY B. DAY SR, Engineering Technician III, Christiansburg Residency, 37 years of service

C E. FITZGERALD, Transportation Operator II, Wytheville Residency, 38 years of service

ROGER D. HATCHER, Transportation Operator II, Martinsville Residency, 29 years of service

BRENDA B. HOBSON, Procurement Manager III, Administrative Services, 37 years of service

LEONARD G. LAO, Gen Admin Manager III, Administrative Services, 26 years of service

ELMER D. MOTTESHEARD, Equipmt Serv Repair Tech I, Christiansburg Residency, 32 years of service

JAMES P. QUINN, Procurement Officer II, Administrative Services, 16 years of service

FRANK R. RANSON, Transportation Operator II, Appomattox Residency, 30 years of service

SUSAN H. TINSLEY, Admin and Office Spec III, Environmental, 37 years of service

BARBARA C. WELLS, Procurement Officer II, Administrative Services, 40 years of service

bulletin

The Bulletin is published bi-monthly, online at **www.VirginiaDOT.org** for active employees and in print for retirees. Send correspondence to: Editor, Public Affairs Office, VDOT, 1401 E. Broad Street, Richmond, VA 23219
Telephone: (804) 786-4243

Commissioner: Philip A. Shucet

Chief of Communications: Lynda South

Editor: Charles M. Armstrong

Web Coordination: Cynthia Brown, Greg Brown

Art Director: Liz Liverman

Photo Coordination: Tom Saunders

Video Coordination: Lenny Tierney

Contributing Writer: Sande Snead

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